

## TWO NEW YAMAHAS

THE 350 c.c. YR-3 (a road-test report appeared in the last issue) is a neat bull's-eye-shot at the civilized motorcyclist who requires a machine with both sinew and stamina: the styling of the YR-3 is new, but shared with two new machines introduced at the Brighton Show. These two are the YCS-2 (180 c.c. twin) and the YDS-6 (a new 250 c.c. model). The main features of the new styling are the seat, the tanks, and the treatment of the instruments. The seats all share the ribbed and well-padded style of covering, although there are minor differences between them. The tanks all have the American styling, which consists of a very low profile, and reduced visual weight. In order to achieve this the capacity usually suffers. On both 250 and 180 the possible capacity has been maximized by stretching the lines almost to the point of bulbousness—but not quite. The finish on the tanks is superb, and is set off by the chromed mudguards and polished alloy of the engine and lower sections of the forks. The instruments have been rearranged, and now revmeter and speedometer have their own separate cowls. In both cases the red sector continues to 12,000 r.p.m.—but, naturally, starts far earlier. The headlamp shell is shallow, and has the mainbeam warning light on the top. The ignition lock is mounted conveniently at the top of the steering column, in front of the friction damper knob.

Brief rides were proffered, and the invitation accepted with alacrity. The 180 was wheeled out first, and I admired the overall styling, noting the ample frame sections and the way that the engine nestles in the very depths of the frame. Several special features were noticed: Yamaha have turned their back on the "chopped cone" style of silencer that has become so familiar over the last few years, and the 250 and 350 have a "reverse cone" megaphone appearance. The 180 has not followed this trend, and has the long, increasing-taper extending past the rear-wheel spindle. In my opinion the 180 is going to have an extremely successful sales life. It is the best looker of them all with a deeply shining pearlescent blue finish to fuel and oil reservoirs, and has many endearing features. The first of these is the revmeter, a novelty for the "175" class. The revmeter drive comes forward at a rather vulnerable position, and thus has a spring wound round it to safeguard the cable. The most remarkable gadget is the electric starter. Not only is this a distinct safety feature in town—second only to the large, bright wipers as a safety asset—but now that Honda have "lost" the CB160, the YCS-2 is the only self-started machine in the class. The engine started at first pressure on the button and I let in the clutch at 2,000 r.p.m. The riding position was out-



Top picture shows the £258 180 model; at the bottom is the £300 250

standingly comfortable. The 180 is not a mini bike, and the overall size and layout suited me so well that I felt emboldened to take several of the half-dozen corners on my "round-the-block" trip with far more enthusiasm than is my wont when newly entrusted with an unfamiliar machine. The low centre of gravity must take most of the credit for the delightfully light and praiseworthy "flippability", of which I had a brief foretaste. The brakes were light and well balanced. The power was certainly promising, even at the 4,000-5,000 r.p.m. range utilized in deference to the engine's youth. I am eager to make a thorough evaluation of this machine, which promises to be as outstanding in its class as the little 100 c.c. YL-1 is in its. Recalling my weeks with a 200 c.c. Suzuki sharpens my anticipation. The "200" class is rapidly taking over the "smaller all-purpose" laurels from the prestigious 250s of the last decade.

The 250 YDS-6 felt a large machine after the 180 c.c.: not in size—they are fairly well matched—but in "bulk". The 250 is markedly heavier, and the engine fills the ample space allocated for it in the frame. Two new-type Mikuni carburetors are fitted, with a slightly different throttle cable treatment. Astride the seat, I thought the deep red tank looks rather short, and an extra leaft was needed to get the machine off its stand after the feather-light 180. The finning of the barrels and heads has been augmented, and "reversed cone" silencers used together with modified exhaust pipes. The five-

port barrels—fitted to both 180 and 250 now—give a sudden start to the power curve at rather above a fast tickover, and the unwary can expect a rapid "wheelie" if he does not become aware of this sharp kink in the power characteristics. The 250 engine had a rapid throttle response—assisted by the removal of the electric starter fitted to the YDS-5—and a smooth torque delivery to go with it. The "flippability" of the 250 was equal to that of the 180 on the same trial bends and roundabout, but with not quite the joyous abandon of the lighter Yamaha.

An interesting result of careful comparison of the three big Yamahas betrayed the fact that different methods of exhaust pipe fixing are used on each machine! The YR-3 has finned, threaded bosses, retained by neat "spills" between the fins: the YDS-6 has a flat retaining collar with two nuts and spring washers to do the work of holding on the new exhaust pipes: the YCS-2 has castellated nuts.

The three new-style Yamahas are all big enough in every sense to be of interest to riders who want one machine to fulfil all purposes. The equipment is, quite simply, complete: the finish is excellent and all the machines radiate a gentle assurance of solid strength and reliability. The power curves are set to a most civilized profile, with a wide power-band and, if the 350 is a fair example, good fuel consumption behaviour. Further investigation of these three machines is advised, and we hope to be enabled to fulfil our own recommendation.

M. R. W.

